

In The Claims:

1. (Previously Presented) A method of controlling an automotive vehicle having a controllable suspension component, said vehicle having a first turning radius comprising:

applying brake-steer to at least one wheel to provide a second turning radius less than the first turning radius;

generating a suspension control signal in response to applying brake-steer; and articulating at least one wheel coupled to the controllable suspension component to provide a third turning radius of the vehicle less than the second turning radius.

2. (Previously Presented) A method as recited in claim 1 wherein applying brake-steer comprises applying at least one brake at a first wheel.

3. (Original) A method as recited in claim 1 wherein applying brake-steer comprises applying an increased drive torque to a second wheel relative to a first wheel.

4. (Currently Amended) A method as recited in claim 1 applying brake-steer comprises increasing [[the]] a normal load on a rear wheel.

5. (Currently Amended) A method as recited in claim 1 applying brake-steer comprises increasing [[the]] a normal load on a front wheel.

6. (Currently Amended) A method as recited in claim 1 further comprising detecting a parking mode and ~~generating the~~ applying brake-steer signal in response to a parking mode.

7. (Original) A method as recited in claim 6 wherein detecting a parking mode comprises detecting a parking mode in response to a vehicle speed.

8. (Original) A method as recited in claim 6 wherein detecting a parking mode comprises detecting a parking mode in response to a steering wheel angle.

9. (Original) A method as recited in claim 6 wherein detecting a parking mode comprises detecting a parking mode in response to a map correlating vehicle speed and a steering wheel rate to a parking/non-parking condition.

10. (Original) A method as recited in claim 6 wherein detecting a parking mode comprises detecting a parking mode in response to a driver-actuated switch.

11. (Original) A method as recited in claim 1 wherein articulating one wheel comprises articulating two wheels.

12. (Original) A method as recited in claim 11 wherein the two wheels are coupled to a solid axle.

13. (Currently Amended) A method as recited in claim 1 wherein articulating at least one wheel coupled to the controllable suspension component comprises articulating using a Hotchkiss suspension.

14. (Currently Amended) A method as recited in claim 1 wherein articulating at least one wheel coupled to the controllable suspension component comprises articulating using an electrically controllable bushing.

15. (Currently Amended) A method as recited in claim 1 wherein articulating at least one wheel coupled to the controllable suspension component comprises a solenoid actuated suspension component locking mechanism.

16. (Currently Amended) A method as recited in claim 1 wherein articulating at least one wheel coupled to the controllable suspension component comprises a locking mechanism with a compliant rear suspension mount.

17. (Previously Presented) A vehicle having a turning radius comprising:
a suspension comprising a controllable suspension component; and
a controller coupled to the controllable component, said controller programmed to determine a brake-steer condition and generate a suspension control signal in response to the brake-steer condition,

said controllable suspension component actuating in response to the control signal and reducing the turning radius of the vehicle in response to the suspension control signal.

18. (Original) A vehicle as recited in claim 17 wherein said controller is programmed to determine a brake-steer condition in response to a parking mode.

19. (Original) A vehicle as recited in claim 17 wherein said controller determines a parking mode in response to a vehicle speed.

20. (Original) A vehicle as recited in claim 17 wherein said controller determines a parking mode in response a steering wheel angle.

21. (Original) A vehicle as recited in claim 17 wherein said controller determines a parking mode in response to a vehicle speed and a steering angle.

22. (Original) A vehicle as recited in claim 17 wherein said controller determines a parking mode in response to a driver-actuated switch.

23. (Currently Amended) A vehicle as recited in claim 17 wherein said controller in [[said]] a parking mode controls a first positive torque to a first driven wheel and simultaneously controls a second positive torque greater than the first positive torque to a second wheel so that the turning radius of the vehicle is reduced.

24. (Original) A vehicle as recited in claim 17 wherein said suspension comprises a Hotchkiss suspension.

25. (Original) A vehicle as recited in claim 17 wherein said suspension component comprises an electrically controllable bushing.

26. (Currently Amended) A vehicle as recited in claim 17 wherein said suspension component comprises a toe link coupled to [[the]] an electrically controllable bushing.

27. (Currently Amended) A vehicle as recited in claim 17 wherein said suspension component comprises a solenoid actuated ~~suspension component~~ locking mechanism.

28. (Original) A vehicle as recited in claim 17 wherein said suspension component comprises a locking mechanism with a compliant rear suspension mount.

29. (Currently Amended) A vehicle as recited in claim 17 wherein said electrically controllable suspension component ~~reducing~~ reduces the turning radius of the vehicle by articulating at least one wheel.

30. (Currently Amended) A vehicle as recited in claim 17 wherein said electrically controllable suspension component reduces the turning radius of the vehicle by articulating at two wheels on an axle.